

Remember Markham

NEWSLETTER OF THE MARKHAM HISTORICAL SOCIETY
AND MARKHAM MUSEUM

Editor: Lorne R. Smith

December, 2007

Remembrance Day

On Friday, November 9 the Town of Markham held a most impressive Remembrance Day ceremony at the Markham Theatre. Jean Scaysbrook was honoured for her contribution to the WWII war effort. Following is the citation given by Regan Hutchinson.

Jean Brownlee Scaysbrook served in the Women's Royal Canadian Naval Service or WRCNS, otherwise known as the "WRENS". She worked in the medical research department and did the testing for hearing and vision for over 2 years.

Jean was born in the Prairies in Nokomis, Saskatchewan. At the age of 19 in 1944, Jean travelled by train for basic training to Galt, now called Cambridge. She wore a black armband on her right arm which meant she was with the Naval services and could travel on the train. Jean met many women at basic training which was located at a former reform school. She was there for approximately 6 weeks. Upon completion of basic training she traveled to Cornwallis, Deep Brook, Nova Scotia for her medical training. She served with the WRCNS and worked long, hard, hours with only one 48 hr and one 24 hr pass every month.

Jean worked with a large staff at the newly built Royal Canadian Naval Hospital Cornwallis. Jean remembers, and still has the pass and the Duty Book, that you had to carry on your person at all time, both on and off duty, which showed your rating, official number, division and church affiliation.

It was in Cornwallis that Jean first met her husband Edward Scaysbrook. Edward, known as Ted, had joined the Navy before he was 18 yrs old and worked at a hospital in Scotland. At 18 years of age, he served on the HMCS Prince Henry in its sick bay for approximately 3 years and was posted to Cornwallis in the spring of 1945 where he worked in the hospital. Jean fell in love with Ted's sense of fun and adventure. Ted and his many naval friends had quite a few escapades overseas. They were known for getting unusual items on their ship, the most notable being the time they confiscated a U.S. official's jeep and drove it around



COMING EVENTS

Monday, December 10, 2007, 7:30 p.m.
Christmas Program
9th Line Baptist Church Basement
Markham Museum
Christmas Goodies welcome

Monday, January 14, 2008, 7:30 p.m.
Show and Tell
Bring a historic artifact of interest
9th Line Baptist Church Basement
Markham Museum

Monday, February 11, 2008, 7:30 p.m.
Annual General Meeting
Culture in Markham
with John Ryerson, Director of Culture
Varley Art Gallery, Main St. and Carlton Road
Unionville

Monday, March 10, 2008, 7:30 p.m.
Program to be Confirmed
9th Line Baptist Church Basement
Markham Museum

Monday, April 14, 2008, 7:30 p.m.
Ray Fugeman will speak of his
War time Experiences in England
9th Line Baptist Church Basement
Markham Museum

town and then onto their ship. Jean and Ted married in May 1946 and lived in Toronto for 8 years and then moved to Markham.

They had two children. Their daughter Margaret, affectionately called Peggy, and their son Craig. After her children started school Jean worked for Kent Tools on Main St. Markham for 10 years, then in an office until retirement. Jean still lives on Peter Street in Markham today with her daughter Peggy and her husband, and her son Craig lives in Mount Albert.

Jean is enjoying her retirement with her large family. Her daughter Peggy has a son and daughter, and her son Craig Edward has twin daughters. Jean has enjoyed years of babysitting her 4 grandchildren now grown, and is presently babysitting her great grandson Matthew, born May 2006, and has another great grandchild due in March 2008.

Jean, we are pleased to remember your contribution to our country during WWII.



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Articles for the Newsletter are welcome

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Clendenen Cemetery Plaque Unveiling

Saturday, November 10, 2007
Lorne Smith

It was a pleasant Saturday afternoon when members of the Clendenen family, Town of Markham officials, members of the historical organizations and friends of the community gathered at the Clendenen Cemetery at Williamson Road and Miramar Drive in Greensborough Community near Swan Lake to unveil a plaque honouring the Clendenen family and their historic cemetery.

Mayor Frank Scarpitti thanked the many people who were involved in restoring this 'farm' cemetery: Marjorie Stuart and Rob Leverty of the Ontario Historical Society, Marjorie Roblin of the Ontario Genealogical Society, Baycrest Homes, Markham Cemetery Committee, Clendenen family, and the heritage staff of the Town of Markham. Lorne Smith expressed his appreciation to former Chair of the Cemetery Committee, Mr. Trevor Watson, who began the process of restoration of the cemetery land. Lorne also thanked Gerald Newman Restorations company for their work in resetting the fragile tombstones in

stainless steel channels to protect them for the future. He also commented that it is in such cemeteries that we as a community honour those people and families who have contributed so much to the economic structure, social life and values of the Town of Markham.

The Rev. Dr. John Niles of St. Andrews United church recalled the Methodist Saddlebag preachers who served the original Clendenen family so many years ago. He offered a dedication prayer for the plaque as Harold Clendenen and his brother and sister unveiled the plaque. Councillor John Webster, Master of Ceremonies, had members of the Clendenen family place red roses at each of the tombstones. He then read the text of the plaque.

THE CLENDENEN FAMILY

John And Magdalene Clendenen And Their Children Were Among The Earliest Settlers Of Markham Township. Believed To Be Of Irish Origin, The Family Came From New Jersey, U.S.A. John's Brother James Served With Butler's Rangers During The American Revolutionary War. The Family Arrived In Upper Canada In 1797, Initially Living At 12 Mile Creek (St. Catharines) On The Niagara Frontier. John Clendenen Sr. Petitioned For A Land Grant, And Was Assigned Lot 17, Concession 8, Markham Township In 1801. After Clearing 18 Acres And Building A Hewn Log House, He Received The Crown Patent In 1803. Following John Clendenen's Death In 1815, The Property Was Divided Among His Descendants. The Family Farmed This Land Until 1950. Some Rest In This Small Farm Cemetery, Located On A Portion Of The Original Homestead. An Early Brick Farmhouse Built By Adam Clendenen (1809-1894), John And Magdalene Clendenen's Grandson, Still Stands At 8 Green Hollow Court.

Marked Burials

William Clendenen (1777-1855)
Susanna (Stover) Clendenen (1790-1865)

Their Daughters:

Margaret Johnson (1807-1856)
Magdalene Holden (1820-1863)
Mary McKinnon (1825-1855)

Unmarked Burials

John Clendenen Sr. (Possibly)
Magdalene Clendenen (Possibly)
Unnamed Person
Unnamed Person

Erected By Baycrest Homes, 2005. Cemetery Maintained
By The Town Of Markham.

Plaque. Dedication November 10, 2007

Harold Clendenen, the last member of the family to live on the property, thanked the Town on behalf of his brother and sister for their work in restoring this historic farm cemetery. John Paoletta represented Baycrest Homes the developer who took responsibility for creating the small park and fence around the cemetery. A reception was hosted by Councillor John Webster at the Reception Centre, Markham Museum following the unveiling.

A Story Revisited

In the November 2004 edition of *Remember Markham* Bob Shank reported on the WWII death of his brother Flying Officer, George "Albert" William Shank on January 5, 1944. Albert was flying in a Halifax Mark V named "W" Willie when it crashed during a training flight near Strensall bombing range, near Croft, England. This story generated the following e-mail to Bob Shank in November, 2007.

Subject: Last Flight

I first came across your article a couple of years ago and when I showed it to my father, he said he remembered the incident. I asked him to write down his recollections so that I could contact you about it, but although he said he would, it never happened. Unfortunately he passed away in September, so I'll give you what I remember of the story. As I recall, the gist of the story was that their flight took them at quite low altitude over the cooling towers of an industrial installation – I think he said a power station. The opinion on the base was that the pilot got caught out by the updraft from the cooling towers and this is what caused the aircraft to flip over. My dad said the pilot was relatively inexperienced, having only recently converted to Halifaxes and this may have contributed to the accident.

I imagine the stresses such a sudden inversion put on the airframe must have been immense and it would not be surprising if it caused the aircraft to break up. In any case, at low altitude the chances of saving the situation would have been slight, I would think, as it would need a lot of height and speed to get such a large aircraft righted – neither of which they had. It must have been terrifying for all on board, assuming of course they had time to realize what was going on. From the sound of it there would not have been much time to do very much about it once the aircraft rolled over. Dad said that he and his pilot (Philip Davis) were detailed as pall bearers at the funeral. *Gordon Davies.*

Bob also reported that he and Lou had visited the RCAF Museum at Trenton in October to see the stones Bob had inserted in the walk for his two brothers,



The Halifax Bomber

Albert and Oscar. They were placed in the same grouping as that of Jim and Don Parrot because they grew up living almost side by side in Markham.

The book "They Shall Not Grow Old", published by Commonwealth Air Museum Inc. lists three members of the RCAF from Markham who were killed during WWII.

Parrott, James Murray, F.L., (Pilot) J21253. Killed in Action 18-Dec-44. Age 23. #434 Bluenose Squadron. Halifax #NR 118 crashed near village of Pesche, Belgium during raid against Duisburg, Ger. One Canadian, P.O. Brown reported safe. Parrot buried in American Cemetery, Fosses, Belgium, exhumed and reburied in the War Cemetery, Leopoldsbuurg, Limburg, Belgium.

Roffey, Alfred Victor, Sgt., (Pilot), R85664. Died 12-Feb-1942. Age 24. Killed when Lysander #P1719 crashed N-E of Kenfig Hill at Point Fairwood, Wales. Buried at Porthcawl Cemetery, Glamorganshire, Wales. Fred was a pilot for #7 Air Gunner School.

Shank, George Albert William, F.O., (Navigator), J20419. From Markham, Ont. Killed Jan. 5/44. Age 28. #431 Iroquois Squadron (the Hatiten Ronterios). Halifax aircraft #LK 698 came out of the cloud at 1300 feet and the nose went up sharply. The aircraft stalled, turned over, did not recover and crashed two miles north-east of Middleton St. George, England. (F.S. A.L. Schoenthaler, W.O. H.P. Morrison, Sgts. J.A. Lamontagne, K.H. Greenwood (RAF), and one other member of the crew, not Canadian, were also killed.) Flying Officer Shank is buried in the Stonefall Cemetery, Wetherby Road, Harrogate, Yorkshire, England.

Thank you, Bob, for sharing this information.

Berczy Park Officially Opened

On November 10, 2008 Councillor Carolina Moretti gathered Town officials and members of the community for the official opening of Berczy Park. Berczy Park, located in the centre of Berczy Village (Kennedy Road to McCowan Road, 16th Avenue to Major Mackenzie Drive) is the largest park in Markham at approximately 65 acres. Two schools back on to it, Frederick Bagg Park is on the north and several storm water management ponds connect at the south end. The Park includes a large pond, soccer fields, bleachers, playground, pathways, bridges, baseball diamond and a newly planted forest. Bur Oak Avenue passes through the centre of the park.

Plans are being developed for the construction of a new building to house washrooms and a meeting room for the community.



Carolina Moretti cuts ribbon for Berczy Park.

Linda Irvine, Manager, Parks and Open Space Planning, expressed her pride in this unique Markham park because it provides a large open activity space in the middle of the community rather than the small parkettes in most of the other planned communities. It is within walking distance of all of the homes in Berczy Village and is becoming a community gathering place. It will continue to be enhanced as the trees grow and mature.

Also included in Berczy Village is **Nördlingen Park** found in the southern portion of the Village, close to 16th Avenue. It is dedicated in honour of Markham's cultural partner, the City of Nördlingen in Bavaria, Germany. It contains a small pond with a playground area.

The official opening included comments from Councillors Carolina Moretti, Regional Councillors Tony Wong, Gord Landon and Jack Heath, and Official Historian, Lorne Smith. Entertainment was provided by a youth orchestra and of course there were lots of hot dogs and cake for everyone.

Berczy Village takes its name from William 'Moll' Berczy who led the first group of 200 settlers from Altona/Hamburg, Germany to Markham in 1794. Several of these 67 families received grants of land in this block.

Heritage United Church Grand Re-Opening

On Saturday, November 24, 2007, Heritage United Church (formerly Zion United Church on Concession 11, just north of Steeles Avenue) re-opened its new doors after a total renovation that took over one year.

The church takes its origin from a frame building



Town Crier John Webster announcing the re-opening.

that was erected in 1857. The congregation, named Zion, was served by Presbyterian student ministers who traveled to and from Toronto to serve this Mission station once every two weeks. This became the first Presbyterian congregation formed in the south-east corner of Markham Township. This frame building was replaced in 1890 by a new red brick church. This building was partially financed by proceeds from a yearly 'garden party' held at a Reesor homestead on the 10th Concession (now Reesor Road) where the CPR tracks cross. People came from miles around by horse and buggy and a full train load came from Toronto and were dropped off at the laneway to the farm. The train parked at the Locust Hill station (the station is now located at Markham Museum) until it was time to return to Toronto.

The Heritage United Church is an amalgamation of five United Churches in the area.

Zion United Church, First church built in 1857.

Cherrywood Methodist Church: First brick church built in 1874.

Whitevale Methodist Church: First church built in 1854.

Box Grove Methodist Episcopal Church: first church built in 1877.

Hillside Methodist Church: first church erected in 1877.

Church union of 1925 saw the Methodist, Presbyterian and Congregational congregations forming the United Church of Canada.

In 2004 the remaining small United Church congregations in the area decided to amalgamate into one Heritage United Church at Zion-Cedar Grove. The 'new' congregation of Heritage now has a fully modern church to serve the community of the future. The renovation included new doors, entrance hall, handicapped lift, fully renovated sanctuary, new light-

ing, renovated fellowship, Sunday School and General Meeting room, new church office, wheelchair accessible washrooms and ramp and modernized kitchen facilities - a full make-over.

Guests at the re-opening included Michael Chan, M.P.P. Markham-Unionville, Helena Jaczek, M.P.P. Oak Ridges-Markham, Mayor Frank Scarpitti, Councillor Logan Kanapathi, Councillor and Town Crier John Webster, Regional Councillor Jack Heath, former Minister Rev. Valerie Reed, and President of Toronto Conference, Mr. Rick McKinley.

Do you know this man?

In October of this year a letter arrived addressed to the Markham Historical Society, R.R. #2, Markham, Ont. from the Peterborough Regional Health Centre. It contained a folded white 8½ x 11 white envelope with the Historical Society's name in the upper right corner (no one can remember using such an envelope so it is quite old. Enclosed was the picture of the young man and the following note: "Found this picture in the public side washroom @ Peterborough Regional Hospital (lab), Sept 9/07 @ 0020. Looks important to somebody." Does anyone recognize this man, probably from the 1950s?



New Markham Book 3

The Markham Book Committee is 'steaming' ahead on the new Markham Book 3 thanks to a grant to the Markham Historical Society from the Ontario Trillium Foundation. The MHS is undertaking the research and writing of this book under the leadership of Lorne Smith and with the assistance of the Book Committee. Sue Smitko has been engaged to co-ordinate the research and write the materials. The book will be limited to the last century: 1900-2000. Already we are aware of the huge amount of material that represents the history of this time period. We will not be able to include everything in the book but all of the material collected will be included in the archives of the Museum. Work will then commence to create a website of this material for broad community access. However, we need your help. We need your stories and photos. The Committee is preparing a series of

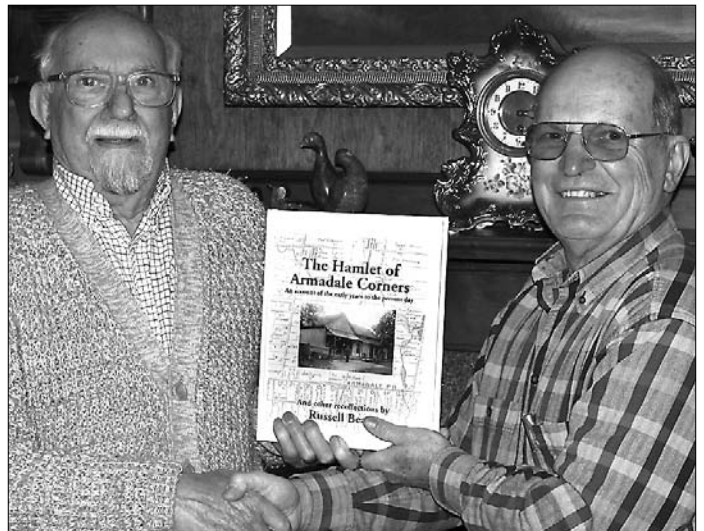
booklets about particular aspects of the last century with questions for input.

Many of you will be invited to participate to complete one or more booklets. Here are two questions: early roads in Markham were very poor, can you tell of an experience, personal story or anecdote on these early roads (winter, spring, dust)?

Most people in Markham Village purchased their food from a butcher shop, bakery, general store. Can you tell of any special memory of an experience in any such store?

New Book Published

"The Hamlet of Armadale Corners", an account of the early years to the present, And other recollections by Russell Beare.



Author Russell Beare with his new book and Lorne Smith.

This new book, delivered just in time for Christmas, details the history of Armadale located at the corner of Steeles Avenue and Highway 48 and provides an extensive family history of the Miles, Deffett, Robb, Jarvis, Clayton, Tapscott, Daniels, Cox, Timbers and Beare families who were resident of the community.

Did anyone know that Armadale produced 12 championship plowmen? Of special interest are the stories around the reuse of the Speight Wagon Works building after the company went bankrupt in November, 1917. Russell's father, John, purchased the building and for a time operated the Beare Bros. & Clayton General Motors auto dealership from the building. In 1921 it became known as the Markham Garage. Russ includes two whole pages of his father's New Car Sales journal for 1927 and 1929. For example on July 2, 1927 George Walker of Unionville purchased a Chev truck for \$925. This is an amazing documentation of

local history of the community and the life and business accomplishments of the author who served as a local businessman and investment advisor for many years on Main Street, Markham. Russ celebrated his 90th birthday this year. Copies are available by contacting the author by fax at 905-479-4693 or email tjmcneil@rogers.com.

Victoria Square Schoolhouse, S.S. 6

Dorine Doner

I am happy to recall memories I have of my teaching in S.S. No. 6, Markham, Victoria Square, September, 1941 to June, 1945. I graduated from Toronto Normal School in June 1941 so I was glad to be hired by the School Trustees of S.S. No. 6 for my first year salary of \$800, for my second year salary of \$925, the third year salary of \$1200, etc.

The school lot was quite close to the road, there was a driveway in and a small shed. The school was a grey frame building, with white trim, a bell tower up on top and the school yard was all fenced in. The school was cared for, daily cleaning, by Mr. and Mrs. Forson who lived directly across from the school.

A huge tree stood at the back of the lot and I do remember an innocent little boy falling from the higher limbs and breaking both of his wrists.

There were two entrances into the building: one on the right and one on the left leading into an entry for hanging clothes, also a toilet off each.

There was only one large room where 8 classes, grade I up to grade VIII, were taught daily with around 39 students. There was a sand table where lessons sometimes clarified the uses of waterways, roadways, islands, etc. One furnace in the centre of the room gave heat.

There was only 1 wash basin, and towel, also the teacher's desk, a piano, library cupboard and blackboards.

I loved the school, the children and their parents. It was a great teaching/learning environment. I was 20 years old then, and now I am 86!

We all ate our own lunches in the same school room.

Our School Inspector, Mr. McKillop visited regularly and attendance records were mailed to his office. Every day I prepared and recorded every class lesson plan.

Also, groups of teachers-in-training did some weeks of teaching in our school from Toronto Teachers' College.

One girl from this school, in later years, became a teacher and then when she later wished to retire and was given a retirement party. I was invited to the party. I was introduced and I was thrilled that I was the one who had taught her.



Victoria Square Schoolhouse S.S. 6, 1907

Back row: Ethel Mortson, Louise Lundy (teacher) Alice Lunau, Nellie Jennings, Greta Lunau, Pearl Frisby, Herb Sanderson, Roy Glover, Duncan Reid, Edgar Sanderson, Herman Mortson.

Middle Row: Eva Dennie, Nettie Stone, Olive Glover, Grace Boynton, Vera Jennings, Margaret Jennings, Stan Boynton, Clarence Glover, Elmer Boynton, Willis Reynar, Harry Madill.

Front Row: Hazel Boynton, Grace Reynar, Mae Sanderson, Winnifred Nichols, Marjorie Johnson, Myrtle Jennings, Harold Mortson, Cecil Sanderson, Charlie Johnson.

Another girl grew up and took up nursing so she was sent in service to Ethiopia. One other little girl, Margaret, who started in Grade I with me has just very recently written to me to bring me up to date about her own children. That made me very proud.

So years pass, things change but those were wonderful years. My sister Ruth took over the school from me in September 1945. Eventually the school became a living quarters.

"In Remembrance there is gladness".

Editor's Note: S.S. #6 School is located on the east side of Woodbine Ave., just north of Major Mackenzie Drive. Currently it is being restored. S.S. #7 school was located on the east side of Woodbine Ave. at 19th Avenue (4 km apart). Thus children who lived in Victoria Square went to different schools. Those on the south side of Elgin Mills Road went south 2 km and those on the north side of Elgin Mills Road went north 2 km to school. That must have been a great way to divide an early community. Mr. McKillop was the School Inspector for all of Markham schools. (I remember him coming to my school, S.S. #11 – the teacher was in terror when he came.)

Mrs. Markham's Main Street Memoirs

From the *Times*,
Kinsmen Markham Village Festival Supplement,
June 15, 1983
By Alma Walker

When I was asked to write about Main Street as I remember it my first thoughts were that it had not changed that much. Naturally, the people with stores and the people who lived in the Main Street houses had changed, but the houses and stores and Main Street were still somewhat the same. When I started to write, I realized how much Main Street had changed.

I was raised in Mount Joy, just north of the tracks. The area from the tracks to 16th Avenue was officially the hamlet of Mount Joy with its own post office. For all intents and purposes, it was still Markham's Main Street.

The entire street had cement sidewalks from the south end to the north of the school (now Markham Museum). A wide boulevard of grass separated the sidewalk from the roadway and on every boulevard from one end of the village to the other there was a row of trees. These trees were mostly sugar maple but on occasion, a few chestnut trees in the same tree line. These trees were old, large and massive and seemed to embrace the roadway, making a bower the entire length of the village.

The Main Street in the mid-nineteen twenties was a gravel road that must have been a real headache to the local Council, mostly because the surface changed so much during every season. Each season was a challenge: spring and fall rains caused mud; summer dust; and the winter frost and snow left many potholes and gravel just washing away. Probably the biggest problem was the variety of vehicles that had to be accommodated. Cars were now becoming an important mode of transportation, but many people still used cutters, wagons and buggies pulled by horses. How Council dealt with this is anyone's guess, but deal with it they must have.

Mount Joy

I don't remember any great problems, but then I was not old enough to drive even if a car had been available. The sidewalks were always kept fairly clean by the owners that had sidewalks in front of their properties. I attended Mount Joy Public School in the 1920's and Markham High School. Both were within walking distance, as was the Anglican church, situated at the extreme south of the Village (Highways 7 and 48).

The houses on Main Street were neatly set in the centre of large deep lots and each lot was fenced in from the back of the lot to the street line. Some fences were wooden picket and others were wire. As painting these fences became part of the odd jobs children were given to do, there was a lot of complaining, but painted they were, every spring. To make matters worse, we had, as did a lot of neighbours, a wooden lattice fence, about 8 feet tall, separating our front yard from the back, and this too had to be painted.

Behind each house was a small vegetable garden, and most properties had a barn.

Mount Joy was mainly residential, but had two stores: A. P. Graham's General Grocery Store and Post Office, and further up the street, a small store run by Norm and Nellie Hisey. Both of these were on the west side of Main Street, as was the cancer hospital that, just prior to this, had been converted into a private residence. The only other businesses in the north end were Ed Roffey's pump business and store, and a garage being built by Harry Johnson. Past 16th Avenue more houses and open fields till you came to the Mount Joy School, S.S. #16. In the north of Mount Joy there seemed to be a lot of springs, and in front of the school was a horse watering trough, filled by spring water, where farmers used to stop to let the horses drink.

On the east side of the Main Street in this area there was a few homes, open fields and more homes until you came to the Mennonite Church.

The first residence on the east side, north of the

tracks, was R. J. Reesor's house. Mr. Reesor owned the Reesor Silo Company, and in a long, low building next to his house he grew mushrooms. This building was later remodeled to a garage. The planning mill owned and operated by my grandfather, and later by my father, came next, and the last building before the tracks was D. E. Jones' grain elevator. He sold grain, feed, coal and wood and the railway had a spur line behind the elevator and the planning mill to shunt the box cars on for easy unloading of the products sent to the planning mill and the elevator by rail. Mr. Jones owned one of the largest cars in the village and at times would challenge other car owners to a race. These races took place at the Fairgrounds (SE corner of Highways 7 and 48).

Markham Village

Once you crossed the tracks, you were in the Village of Markham. Children living south of the tracks went to Franklin Street Public School. On the east side of the street were open fields for the next block, but the front section of this farm was very low and ice formed here all winter. It was a natural ice rink for the young people in the area. Across the road on the west side was the station. The station agent was Mr. Snider. He was responsible not only for the passenger trains and freight trains but also for the upkeep of the station yard. I remember so well the green grass, always so nicely cut, and the circular driveway and the flower beds on this lot. Never have I seen a more park-like setting around any station before or since. It was the pride of Main Street and, I imagine, the pride of the C.N.R.

On the east and west sides of Main Street from the station to the business section were private residences. This was also where a lot of businessmen, who didn't live in the apartments over their stores, had their homes. To name a few, there were the Wilson Shoe home, the Harry Mason and R.A. Mason druggist homes, the R. J. Corson's newspaper home, H.S. Reeve, general store home, Percy Wideman barber home and Dr. Stewart's, the dentist's home. Dr. Stewart had his business over one of the stores in the business block, but the following year built an addition to his home and moved his practice and office there.

The largest house on the west side (the present funeral home and chapel) was built by Senator David Reesor in 1873, and during the mid twenties was owned and occupied by Harry Mason, the local druggist. The largest house on the east side was the H. S. Reeve home, merchant. The house is set back from the street just north of the Presbyterian Church.

The first store on the west side, going south, was

Bill McNeiley's butcher shop. Between there and the business section were three houses. In one of these the local doctor, D. J. MacDonald, lived and had his office. Because he went to the homes of his patients to see them, when he was home his horse and buggy were tied to a hitching post in front of his home.

Next door to Dr. MacDonald was the Library. This building (still standing) was built for a watch-clock maker shop and was used for years as the Town Library. I would like to tell you a little about the Library. Membership was \$1.00 per year and this allowed you to take out four books a week. The Librarian was a Mrs. Paisley. She was the librarian for a number of years. Mrs. Paisley would guide our reading, telling us what book we would enjoy and some we would not enjoy. Now when I think of it I'm sure she was a one-person censor board in Markham.

In 1926, the Library boasted 4,000 books and the expenses of the Library were paid by the Women's Institute. This same year they raised \$1,500 to cover the Library cost and the purchase of new books. Since the stores on Main Street were closed on Wednesday afternoon, they were open till 9 on Saturday nights, as was the Library. My father would walk down the street on Saturday nights with us, and while we chose and browsed the Library, he would continue to Leadbetter's butcher shop where he would spend hours talking to Charlie Leadbetter about England (our families came from the same area 'back home') and when we were ready to go home we would go to the butcher shop to meet him.

Directly across the street from the library was Todd's Harness Shop.

Next, there was the Tremont Hotel, Restaurant, Billiard Hall and Ice Cream Parlour. This place was 'approved' by my parents and my friends' parents. Everyone respected and trusted Mr. & Mrs. Latter, who owned and operated the establishment. Ice cream cones were 5 cents each and if you had any change this was the place to go after school.

The barber shop next door always seemed to be part of the hotel. I don't remember who the barber was, but how well I remember when Art Rae came to the Village! A few brave women and girls were getting their hair cut short, and because I hated the long red hair I was blessed with, I gathered up enough courage to go in and ask him to cut my hair. I'm sure Mr. Rae wouldn't have obliged me if he knew that I had not received permission from my parent, but I convinced him I would be allowed to get it cut. After the deed was done he heard, I am sure, from my father, as I was punished for weeks.

(To be continued next issue)